

SIU Fights Move To Scuttle Fleet

With the jobs of thousands of American seamen hanging in the balance, the Atlantic and Gulf District of the Seafarers International Union stepped into the forefront of the fight to block Economic Cooperation Administration chief Paul G. Hoffman from carrying out his threat to ditch U.S. ships in favor of foreign flag operators.

Hoffman's announcement last week that he would begin to divert Marshall Plan bulk cargo to foreign vessels unless by Jan. 1 American operators meet "competitive rates" touched off an unprecedented storm of opposition from all sections of the maritime industry, with the seagoing unions taking a leading part. Early this week, organized labor and members of both Houses of Congress were joining in the attack on the Hoffman Plan.

Paul Hall, Secretary-Treasurer, A&G District of the SIU, in a telegram to AFL President William Green characterized the Hoffman Decision as "a mortal blow" to the U.S. merchant fleet and AFL seagoing unions. Hall urged Green to bring the full weight of his office to bear in blocking the ECA Administrator's drastic move.

EXPOSE DANGERS

The A&G official asked Green to inform President Truman and Senator Styles Bridges, chairman of the Congressional "watchdog" committee, of the dangers posed by the Hoffman manifesto to the nation's shipping industry and national defense.

"The Marshall Plan must succeed," Hall said, "but not at a cost of thousands of jobs for American workers."

(The complete text of the Hall telegram to President Green appears on page 11.)

Earlier, the AFL Central Trades and Labor Council of Greater New York, acting on a strongly worded recommendation by the SIU, Atlantic and Gulf District, voted unanimously at its Dec. 9 meeting to condemn the Hoffman threat, and instructed Council Secretary James C. Quinn to inform President Green of its stand.

In his letter to Green, Secretary Quinn declared that "Hoffman's irresponsible proposal, if carried out, will mean that thousands of American seamen will be thrown out of work; that the American Merchant Marine will be swept from the high seas and the national defense will be imperiled."

"The seagoing unions of the American Federation will be reduced to skeletons of their present strength," Quinn's letter stated.

A strong protest was also voiced by the powerful AFL Maritime Trades Department. A statement by John Owens, executive secretary, accused Hoffman of "shoppping for cheaper men and ships."

"He's bargain hunting at the expense of American seamen's jobs," Owens charged.

Calling on Congress and the President to take action to insure continued American participation in the European recovery plan, the AFL maritime group spokesman declared:

"The full force of the AFL Maritime Trades Department and its 306,000 members will be thrown into the fight to secure an even break for American seamen."

In Philadelphia, the Central Labor Union, representing the city's AFL unions, along with the independent International Association of Machinists and many other unions joined the de-

nunciation of the Hoffman scheme in protest telegrams to President Truman and members of both houses of Congress.

In Washington, a reopening of the whole question of Congressional support of U.S. shipping loomed as a result of the ECA's intention to throw more tonnage to foreign ships at the expense of the country's own merchant fleet.

The reason given by Hoffman for his ultimatum is the rate differential, particularly on coal shipments, existing between U.S. shippers and foreign operators.

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Retroactive Increases Won From Moran

The Seafarers Negotiating Committee announced this week that an agreement has been reached with Moran Towing and Transportation Company calling for a boost in wages to \$322 for Bosun, \$239 for ABs and proportional gains in other ratings and overtime work.

The supplementary agreement brings Moran into line with the rest of the SIU-contracted companies, ending a difference which had existed since the SIU won a \$12.50 and \$25 across-the-board boost last August from the other operators. Seafarers on Moran tugs will make up the difference, as the retroactive date of the new pact is August 19, 1948.

Termination date of the new agreement is the same as that signed with the bulk of the operators, September 30, 1950. Boosted considerably over the

old rate is the overtime pay, which now calls for the payment of \$1.25 an hour to men earning less than \$245, and \$1.50 to those making over \$245.

Other additions to the contract are clauses guaranteeing medical relief to the unlicensed crew, payment of \$6 per day maintenance and cure, and the provision that penicillin will be provided free to the unlicensed men of the tugs.

The new wage scale follows:

Bosun	\$322.00
AB	239.00
OS	193.00
Electrician	361.00
Oiler	249.00
Wiper	222.00
Steward-Cook	287.00
Second Cook	262.00
Messman	193.00
Utility	193.00

Esso Stooge Union Wouldn't Aid Militant Seaman

By ERNEST BOSSERT

After my expose of the Esso Tankermen's Association in a recent issue of the LOG, I was very happy to see printed an article which turned the spotlight on another stooge outfit, SOTMA of Sun Oil Company.

This bolsters my claim that company-inspired outfits are all alike, whether they be Standard Oil, Sun Oil or the latest company brainchild, CTMA, Cities Service's "union."

This, the latest in an infamous line, is being organized as a last minute effort to offset the enormous prestige won by the SIU among the men of that company.

I hope that more of the Brothers will relate their experiences with these outfits. Exposing them for what they are—phony dodges to beat out legitimate unions—is the one sure way of dulling the force of the company's campaign.

My contribution is a word or two more about Standard Oil's "union."

A couple of years ago, when the unions first incorporated in their contracts overtime provisions for Sunday sea watches,

Standard Oil followed the unions' lead by inserting, in their agreement, overtime provisions for Sunday sea watches almost identical with those of the unions.

I happened to be a seaman in the Esso fleet at that time and would like to relate a few interesting experiences.

TANK CLEANING

While aboard one of their ships I was helping to clean tanks on a Saturday and had nearly completed the job. All but two tanks had been Butterworthed, aired out and the sludge removed.

These two tanks could easily have been cleaned on Monday or Tuesday, for we had about three days to go before reaching our destination.

The officers, however, were envious of the fact that we were getting overtime just for standing sea watches, so they decided to see to it that we earned our money the hard way.

On the first Sunday that the overtime for watches at sea was put into effect, we were ordered by the Bosun to get ready to clean tanks at 8 A.M. It so happened that I was on the 8-12

watch. I told the Bosun that, according to the company agreement, I would not be able to clean tanks while on Sunday sea watch because the agreement strictly prohibited the payment of double overtime.

Inasmuch as I was all ready on overtime for standing Sunday sea watch, I would not be able to work at cleaning tanks until my sea watch was completed. The Bosun said: "See the Mate!"

I immediately went to the Mate and relayed to him what I had all ready told the Bosun. My beef was unexpected—or if not unexpected, it certainly

wasn't expected to be raised in a situation such as this.

The only comment the Mate could make to combat my argument was that this was an emergency, that we were running into a storm and had to get it done as soon as possible.

PERMANENT EMERGENCY

I told him that by no stretch of the imagination could tank cleaning be termed as emergency duty. If tank cleaning was emergency work, then there wasn't a single task on a ship that could not be called emergency work.

Even chipping and scaling, by

(Continued on Page 3)

Seafarers Asks Wage Increases From Operators

NEW YORK, Dec. 15 — Secretary-Treasurer Paul Hall has demanded of all SIU Atlantic and Gulf District contracted dry cargo companies a \$3.50 a month pay increase and higher overtime rates for unlicensed personnel in all ratings. The SIU's wage increase demand was set forth in a telegram sent yesterday by Hall to the operators. Insisting that SIU wages be equalized with those

granted other sections of the industry as a result of the recent 97-day strike on the West Coast, the A&G Secretary-Treasurer urged immediate compliance by the operators.

The demand for the pay hike was made under the clause in all A&G District contracts permitting a reopening of wages by the Union at any time. A&G agreements are the only ones in the maritime industry containing such a clause.

The text of Hall's wire to the operators follows:

"The Seafarers International Union of North America, Atlantic and Gulf District, hereby requests an immediate meeting in accordance with the terms of the contract for the purpose of discussing changes in monetary matters. A section of the industry has just been granted the following: \$3.50 per month increase for each rating. For those ratings receiving less than \$239.23 per month the new rate of overtime is \$1.15. For all ratings who receive \$239.23 or more per month the new rate of overtime is \$1.45. For guaranteed continuance of smooth operations of your vessels contracted to this Union, the Union suggests that in lieu of meeting you agree to these increases effective December 15, 1948 and signify your intentions by return wire."

Similar demands will be made upon SIU tanker companies in the near future.

As the LOG went to press, the following steamship companies have agreed to the wage increases demanded by the A&G District: Alcoa, Isthmian, Mississippi, Seatrail, South Atlantic, Bull Line, Waterman, Robin Line, American Eastern, Ponce Cement, and Smith & Johnson.

Winslow Homer Swept By Fire In Philadelphia

The Winslow Homer, Waterman coastwise ship, was gutted by an all night fire as it lay at a pier in Philadelphia this week.

The blaze, which destroyed the contents of two holds, was discovered late in the evening and was fought throughout the night by the ship's crew, shoreside firemen and the harbor fire patrol. No crewmen were injured.

Crewmembers of the ship—recently arrived from New York—turned the fire hoses on the flames, which at times shot skyward through hatches and ventilators. The men won the praise of the Skipper for their fine work in keeping the flames confined to two holds.

As yet it is not known whether or not the vessel will be repaired or declared a total loss.

Scared CS Uses Smear Tactics

With an NLRB decision expected shortly in the SIU's drive to organize the remaining ships in the Cities Service fleet, the company's union, CTMA, showing fear of the SIU's popularity, is pushing a smear campaign against the SIU.

The stooge union is distributing to men on the Cities Service ships various throwaways, all aimed at proving that SIU men

are dissatisfied with their organization. Betraying their fear of an SIU victory in the CS Fleet, the CTMA is resorting to lies, half-truths and distortions of fact—familiar tactics of organizations having nothing concrete to offer of their own.

An example of the misleading propaganda being peddled to Cities Service seamen appears on page 12.

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One Man Rule

When Paul G. Hoffman, the man who runs the Economic Cooperation Administration, announced his scheme to stop giving U. S. ships a 50-50 share of Marshall Plan bulk cargoes, chances are he didn't count on the storm of protest that is now breaking over Washington.

Mr. Hoffman didn't even make the announcement of his arbitrary decision himself. He delegated that task to a subordinate. But as things are shaping up now, it is extremely likely that the one-time automobile executive will have some explaining to do—and do it himself.

The ECA chief apparently figures he can supplant the Marshall Plan with a Hoffman plan, simply by placing his signature over an order he dictated.

Mr. Hoffman has said he will quit the present policy of shipping 50 per cent of the bulk cargoes to Marshall Plan countries in American bottoms, unless by Jan. 1 operators lower their rates to meet those of foreign shippers.

If Mr. Hoffman has a single sliver of the business sense he is supposed to have brought to his job, he would know that such an ultimatum is impossible of realization.

To meet his outrageous demand, the entire maritime industry of this nation would have to be plugged full of holes so that U. S. shipping could sink to the level on which foreign ships are operating in the trade today.

All of the advances made in the maritime industry—the improved wages and conditions of the seamen and the clean and safely operated ships, which are the marks of U. S. progress—would have to be wiped out to please the astute businessman who heads up the ECA. But that cannot be. And the seafaring unions and the shipping companies are saying so in no uncertain terms.

The maritime groups are not alone in denouncing the impractical, destructive Hoffman plan. Organized labor and members of both houses of Congress are joining in the attack.

None of these groups wishes to see a large section of American workers reduced to the lower standards prevailing abroad.

Nor do they want the alternative, if Hoffman's conditions are not met, of eliminating thousands of jobs for U. S. seamen and of seriously weakening the national defense.

The powerful array of opponents to Hoffman's dictate is also greatly concerned over the ECA boss's complete disregard of the Congressional intent that the 50-50 provision should be enforced in the administration of the European Recovery Program.

Members of Congress particularly do not like Hoffman's dictatorial attitude and they have indicated that they will take action when the law-making bodies convene three weeks hence.

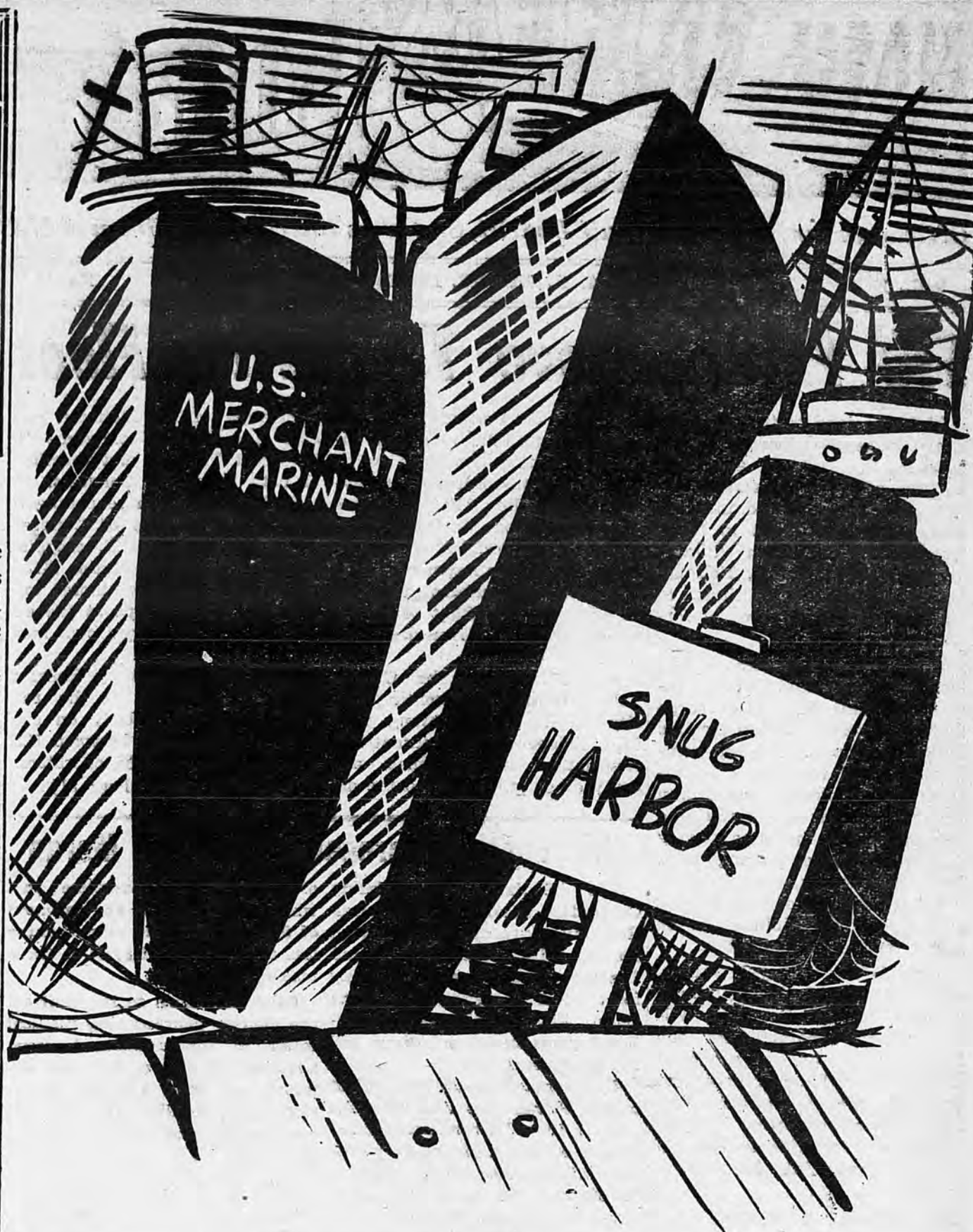
As a reputedly smart businessman of a nation in which the democratic process is cherished, in some quarters at least, Mr. Hoffman should have known better.

Be Sure To Vote!

With the deadline only two weeks away, this is a good time to remind all hands who haven't voted in the annual Atlantic and Gulf District elections to get on the ball.

By casting your ballot you will have a direct say in choosing the officials who will represent you during the coming year.

The voting period ends Dec. 31. Vote now!



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

BALTIMORE MARINE HOSP.

S. S. WILSON
F. BECKER
RAY O. NOACK
F. TEIGEIRO
C. SIMMONS
J. CHIORRA
R. FERRAFIAT
R. FREY
WM. HALL
J. P. LAVERY
J. D. BROWN
R. SMITH

NEW ORLEANS HOSPITAL

J. N. HULL
S. C. FOREMAN
A. N. LIPARI
HARRY J. CRONIN
J. DENNIS
F. L. SCHUQUE
S. P. SCHIEFLER
C. VINCENT
B. MALDONADO
G. ROTZ
O. HOWELL
V. P. SALLINGS
H. C. MURPHEY
A. WARD
NORMAN WEST

CHARLES MEHL
G. L. MALONEY
AMOS BAUM
EARL FERREE
GEORGE J. SMITH
J. CHISHOLM
W. HOLGATE
E. PEARSON
S. LeBLANC
D. McKINNIE
G. MESHOVER
W. GARDNER
S. SERIO
S. CLAYLAND
H. CUMBE

BOSTON MARINE HOSPITAL

NORMAN J. MOORE
VIC MILAZZO
JOHN J. GEAGAN
JOSEPH E. GALLANT

MOBILE MARINE HOSPITAL

J. HALL
C. GLOVER
H. PETERS
W. RICHARDSON
A. BRANNON
C. HAFNER
A. HOWSE

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward.

Mimeographed postcards can be obtained free at the Social Service desk.

J. C. BRUCH
C. SMITH
W. W. BROWN
M. WILKERSON
T. BURKE
E. PERRY

GALVESTON MARINE HOSP.

J. W. GIVENS
D. HUTCHINGS
E. R. HALL
F. STONE
J. O'CONNOR

SAVANNAH MARINE HOSP.

A. C. McALPIN
L. HODGES
G. VELIE
M. PLYER

STATEN ISLAND HOSPITAL

A. CASTILLO
J. C. BLAKE
W. HUNT
R. F. WENDT
J. McNEELY
J. TUTWILER
A. NORMAN
J. GULLSTEIN
D. O'ROURKE
H. R. KREUTZ
C. FISHER
T. VELEZ
J. N. WOOD
M. J. LUCAS
E. C. EATON
N. H. LUNDQUIST

NMU Aliens Get Bum Deal From Officials

(Below is the complete text of a letter received this week from a member of the National Maritime Union whose name has been withheld at his request. No editorial comment is needed. It speaks for itself.)

Dear Editor:

I am writing this to give belated thanks to you people who publish the LOG and to the SIU officials and membership in general for an article you gave front page coverage to a few weeks back.

It concerned the dirty deal the NMU (National Maritime Union) is giving us aliens in that union. The headline read, "NMU Gives Boot to Thousands of Aliens in Union." (I think that was how it was worded.) All I can say is I don't know how you got the facts so accurate. Every word of it was true.

Of course, my name can't be mentioned as I probably would be blackballed from the NMU if they saw the name of an NMU guy under a letter in the SEAFARERS LOG. I guess all NMUers read it, as it is the only seamen's paper worth reading. I'm not much of a letter writer, but I would like to give you some facts concerning how they ship aliens in the NMU.

Incidentally, I'm an ex-SIU man. I held a pro book, which I got when the SIU organized the Isthmian fleet. I voted for the SIU in the fleet elections but I transferred to the NMU in Baltimore as my brother was in the NMU. I wanted to be with him but, believe me, it was the sorriest thing I ever did. That was two years ago and I still regret doing it.

CITES CASES

Here are the facts on how they ship aliens in the NMU, based on my personal experiences:

In one port the SS Flying Arrow, an Isbrandtsen ship, needed a FWT. It was a pier head jump. Well, I happened to be the only Fireman in the hall who wanted it, but they told me no. They said the alien quota was filled. The ship sailed shorthanded.

Just for the hell of it, I went

and phoned the Shipping Commissioner's office and asked him. He said there was room for two more aliens on the ship (they needed a BR but got one—a citizen). That is only one instance out of many.

I have talked to a lot of aliens in the NMU and they have had similar experiences. Offhand, I can think of seven ships for which the Dispatcher had written "No Aliens" on the board, but when I or some other alien had phoned the commissioner we found there was still

room under the alien quota for one or two, and in one case four aliens.

"NO ALIENS"

I am a full bookmember in the NMU, but I have worked only 5½ months in the last 11½. And I've been trying hard to ship, too. As soon as I paid off a ship, I registered and started looking for another ship.

I saw jobs on the open board that I could take but I was not permitted to throw in for them, as the shipping board had "No Aliens" written alongside the jobs.

Well, that would be okay if the crew was full, but what hurts is to know that their quotas were not filled, as the

Shipping Commissioner told us. And what can we do about it? If we get up at a meeting to find out the score, we are refused the deck and accused of disrupting.

I have been sailing American ships since 1943. I was torpedoed five times, besides going through many air attacks. All I need is seven months more to have five years on U.S. ships and then I could get full U.S. citizenship. I cannot get a visa as the quota from the country of my birth is filled.

By the looks of things I will not get five years on U.S. ships as my time is up next March 1. I'll still be three months short at that time.

I've tried to join the U.S. Army paratroops for a three-year term. So far I've applied eight times and all I've accomplished is to get my passport taken from me by the Immigration Service. Fortunately, I got it back.

At one time I had a visa waiting for me in BA. A ship going there came in needing a Deck Engineer. I was registered as DE, but the "No Aliens" on the board stopped me.

I saw the Agent and asked permission to throw in for the job. I explained that I had a letter from the State Department—which I showed to him—stating that my visa was in BA.

His answer was: "That's tough. What the hell you expect me to do—cry?"

I wasn't asking any favors. All I wanted was a chance to compete for a ship on a rotary basis. And I'm willing to bet the damned quota wasn't filled. Well, my visa has since expired, as it was only good for 120 days. That was six months ago.

I could go on for hours beefing about some of the phony officials in the NMU. Of course, some are okay, but some are awful. I want to be an American but it looks like I won't make the grade as our deadline is pretty close, unless you people in the SIU can get us an extension, as you have done the last two years. For those two years (1947, 1948) you got for us aliens I'd like to say thanks.

NO FOREIGN SHIPS

I do not wish to sail Panamanian or Honduran ships. I've had a taste of foreign ships. I sailed on English and Greek vessels when I started out going to sea.

I happened to get my start on U.S. ships while in the Staten Island Marine Hospital in 1943. An American took me to the WSA, and as a result I got a job on an MFOU-SUP contracted ship. I have been sailing American ships ever since.

I realize this letter is badly worded, but I hope you can print it in the LOG to let you and the SIU membership know that myself and a lot of other NMU chaps think the SIU is tops in giving service to the membership and help to the aliens.

(NAME WITHHELD)

P.S.: Hope you win the Cities Service elections like you did in Isthmian.

Calmar Drops Suit

Following a series of conferences between Robert Matthews, Assistant Secretary-Treasurer of the Atlantic & Gulf District, and representatives of Calmar, the company's \$12,500 suit against the Union has been dropped.

The suit was originally brought against the Union last June in the Federal District Court in Maryland under provisions of the Taft-Hartley Act. The company claimed that the SIU had tied up the Marymar in Boston for four days, violating the contract.

In view of the company's action, the SIU agreed to drop its counter suit.

A LETTER THAT SPEAKS FOR ITSELF

Marine Firemen's Union

HEADQUARTERS
58 Commercial Street
SAN FRANCISCO 11, CALIFORNIA
DOUGLAS 2-4592
Dispatcher: DOUGLAS 2-7593

Branches
San Pedro, California
Seattle, Washington
Portland, Oregon
New Orleans, Louisiana

Branches
Honolulu, T. H.
New York, N. Y.
Norfolk, Virginia
Baltimore, Md.

December 6, 1948

Mr. Paul Hall, Secretary-Treasurer
Seafarers International Union of the Atlantic and Gulf
51 Beaver St.
New York, N.Y.

Dear Sir and Brother:

As you know, after ninety-five days on the picket line, we have finally concluded an agreement with the Pacific American Shipowners Association.

The successful conclusion of the strike and the considerable gains made can be attributed in a large part to the support given us by the SIU of the Atlantic and Gulf, and at this time we wish to offer the thanks of our members for the solid trade union support given us by you and your union.

With best wishes.

Yours fraternally

V.J. Malone
V.J. MALONE
President

VJM/ej

Esso Stooage Union Wouldn't Aid Militant Seaman

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his definition, could be termed emergency work. If rust is not removed and spotted up with red lead and painted it will eventually rust away and the ship will fall apart, thus endangering the vessel.

In reply to my logic, the Mate became indignant and said, "We are running into a storm. What do you know about tanks and the ballast needed for a storm?"

I told him that if he couldn't ballast the ship with eighteen tanks, the number all ready cleaned, he had better jump overboard right away. Well, he insisted that this was an emergency and the work had to be done, so we turned to and completed the job in an hour or two, but not without having first warned the Mate that this would be put down as disputed overtime, in spite of the rule prohibiting double overtime.

As a result of the ruckus caused by the tank cleaning-Sunday watch standing affair, I wrote a letter to Mr. Gamble, the general manager of the Esso marine department, and enclosed

my claim for the disputed overtime. The letter was endorsed by the entire unlicensed deck department.

I dug out all the inconsistencies and contradictions and quoted them word for word to prove my contention. Nothing but indisputable facts demanding immediate clarification and adjustment were included in the letter.

In the letter I related my conversation with the Mate and his claim of "emergency." On this subject I stated that it was our understanding that an emergency was a condition or set of circumstances wherein the safety of the vessel was involved, in which case all hands in all departments could be commanded to do anything necessary, all without the payment of overtime.

A copy of the letter was given to the Captain and Mate. The Mate became furious and denied having claimed an emergency. However, the letter was sent to Mr. Gamble without any changes or alterations.

As a result of the letter the rate for tank cleaning was in-

creased to \$2 an hour, whether on watch or not. This still did not clarify the matter entirely, but it was the greatest concession ever obtained from Standard Oil up to or since that time.

Incidentally, that concession has remained even though all other overtime pay has been abolished under the new rotating plan established by the company.

Of course I don't have to tell you what happened to me after that. I was marked lousy—an agitator, a malcontent. They put the screws to me and I wound up on the blacklist.

DOUBLE DUTY

Here's how they worked it: We were in a shipyard. The man on the 12 to 8 gangway watch became exhausted from lack of sleep, because the daytime noise made rest impossible.

I was asked to take the watch. On the first night, the Third Mate came to me at 7 A.M. and told me to souge the wheelhouse and chartroom. I told him to tell the Chief Mate that, if he wanted me to do any work other

than the duties of the gangway watch, he could put someone else on the gangway watch and I would go back to day work.

There was nothing in the agreement pertaining to gangway watches in a shipyard. No gangway watch to my knowledge has ever done work while on watch in a shipyard. That did not matter to them. The man who replaced me on gangway watch was not asked to do any work. Nor was I sent back to day work—I was fired and black-listed!

That's my case. It is also the case of every man who has had the courage to voice his resentment against unjust practices and conditions.

The "union" for Standard Oil seamen will not lift a finger in defense of a seaman. A man is helpless without a legitimate organization behind him. That's the reason Esso and the other corporations fight so hard to keep out a militant organization like the SIU.

They will do anything to prevent their employees from joining our organization.

Calls From West Coast Big Help In Lightening New York Load

By JOE ALGINA

NEW YORK—A sudden call from the West Coast for several crews helped this port immensely in cutting the backlog of men. Sign-ons in this port weren't in too great number, but we managed to hold our own. Our only real shortage are ABs with green tickets.

Next week, unless we get a sudden rush of ships, probably won't reach boom proportions. Payoffs were the Chrysanthy Star, Intercontinental; Jean, Hilton, Suzanne, Bull; Alawai, Zebulan Pike, Waterman; Colabee, American-Hawaiian. These are all on steady runs and made easy handling by the Patrolmen.

Other payoffs were the Steel Scientist, Isthmian, and the Robin Sherwood, Robin. These presented a little more work for the Patrolmen. On the Scientist, four lines disappeared while the ship was at sea. The company, without notice, withheld \$30 from the pay of each man, including the Skipper.

Of course the company didn't get away with this neat maneuver. Not only is it contrary to the custom of the sea, but it is also an easy way for the company to replace worn materials.

If the company has old lines aboard, it can toss them overboard and let the crew foot the bill for nice new ones.

CARELESS LOSS

The missing lines, incidentally, had been lying aft, not secured. They were lost while the ship was running through heavy seas. The men who suffered by the company's action will get their money back.

On the Sherwood a similar maneuver backfired. The Chief Electrician was derated for some reason. When Patrolmen Goffin and Purcell rested their case, the Electrician had been restored to his rating and was due to collect all his back pay, plus overtime which had been worked by others but was rightfully his.

Sign-ons were much smoother. We took care of the Steel Apprentice, Steel Seafarer, Steel Traveler, Steel Artisan, Isthmian; Alawai, Kiska, Pike, Waterman; Robin Tuxford, Robin Doncaster, Robin.

In addition to the payoffs and sign-ons mentioned, the Patrolmen visited the usual number of in-transit vessels in the harbor.

It's still easy for the Patrolmen to get around, as the weather has been very nice. We're all keeping our fingers crossed—it's just about time for a king-sized blizzard to hit this town.

Something a little hotter is the proposal by Paul Hoffman, bigwig of the Marshall Plan to dump American ships for foreign bottoms. He found his loophole in the law and he's jumping through it. The law says American ships will be used "wherever practicable." To Hoffman this means if they charge more than foreign ships, they're not practicable.

Mr. Hoffman should know by now that nothing comes cheap in this country. Men like him are the kind who always go around blowing about the high standard of living in America, made possible by our great industrial system.

Now he's singing a different tune because he's found a chance

to get goods carried by cut-rate outfits.

OTHER VOICES

As if Hoffman's attempt to scuttle the merchant marine isn't enough, the Navy and the Coast Guard are getting in their licks. They have instituted a campaign designed to show the people that the merchant marine would be more efficient under the military. They would see to it that there is military discipline on the ships. Seamen would be shown who is the boss.

The military always holds up as bad examples seamen who occasionally brush the law. What they carefully hide is the fact that their own brigs aren't rusting from disuse. Men will always be getting into jams, whether they're in uniform or not. The answer is not to be found by the military taking over a civilian industry. When it happens, if it does, it's the beginning of the end for the working stiff.

Incidentally, the end of the voting period approaches. Cast your ballot before the polls close.

Only a few days remain before Christmas, so here's wishing the membership everywhere a Merry Christmas and a Happy New Year.

Baltimore Offers Pre-Holiday Job Variety

By WM. (Curly) RENTZ

BALTIMORE—Any man who wants to grab a ship in this port during the next couple of weeks will have easy pickings for two reasons:

1. Shipping has climbed off the floor and is moving right along.
2. A good number of the men are going to stay on the beach so as to be with their families over Christmas and New Years.

Until the end of the holidays this is the port to hit, if you're anxious to spend little time waiting for that special ship. We have a good variety of ships and runs to offer. It seems funny to be selling Baltimore shipping to the membership, but the "Help Wanted" sign is out until after 1949 bows in.

The activity of the past week was very good in both the payoff and sign-on columns, since most of the ships that came in re-signed articles and left.

Payoffs were: Bethore, Venore and Feltore, Ore SS; Southwind, South Atlantic; James Jackson, Waterman; Mae, Evelyn, Edith, Bull Line; Steel Executive, Steel Apprentice, Isthmian; John H. Marion, U. S. Waterways.

Sign-ons, almost the same, were: Edith, Mae, James Jackson, Venore, Morore, Beltore, Feltore, Southwind, John H. Marion, U. S. Waterways, and Steel Worker, Isthmian.

We had little difficulty in crewing up the Ore ships. Usually they are the hardest to crew, but the men here are doing alright on them.

They have learned the differences in the agreement, and beefs are becoming quite rare. We still have the usual hard-timing beefs on the part of the company, but the beefs which arise from not understanding the agreement are few.

To conclude this report without a few words about Paul Hoffman, the Marshall Plan chief who wants to dump American

ships in favor of foreign ships, would be neglecting the topic of the hour here.

Hoffman, by his move, is so unpopular here the men won't even buy Hoffman beverages.

If he is successful in his proposal, there won't be much in the way of American shipping left on the oceans.

Our jobs, our wages and our

working conditions will be swept away by the whim of a tin-horn bureaucrat, who thinks he should run his present job the way he ran Studebaker Corporation.

He found that the automobile workers union made him change his ways in South Bend. The SIU and other maritime unions will have to convince him to change his ways in Washington.

New Run Little Help To Mobile

By CAL TANNER

MOBILE—In spite of the beginning of coastwise service by Waterman, shipping did not improve over the past week. Slow shipping saw us dispatch but 86 men to the five ships which signed on.

The three vessels to hit port for payoffs were Alcoa Clipper, Alcoa Polaris and Monarch of the Seas, Waterman.

The Clipper terminated her seventeen-day run to the Islands and re-signed continuous articles for the same run. The same was true of the Polaris. The Monarch of the Seas also re-signed continuous articles for her steady run between here and Puerto Rico.

The three mentioned above, plus the Caleb Strong and Antinous, also Waterman, were the week's outgoing ships. The Caleb Strong headed for Greece; the Antinous started her regular coastwise run.

MORE TO COME

We're glad the coastwise service has begun with the C-2s. We hope that the other three coasters will go into service soon. They are supposed to move as soon as sufficient cargo arrives in port.

There's no telling how long these oldtimers will be around, but here's who is on the beach, just in case you're interested: J. B. Howard, T. R. Stanley, L.

L. Reeves, M. R. McCaskey, C. Walker, A. J. Langvin, N. A. Cobb, C. Burrows, J. H. McDole, J. Cossee, B. F. Parr and G. H. Coker.

Incidentally, the coffee pot is now perking in the Hall. Members can get a hot cup of java at 10 A.M. and 3 P.M., without going outside into the cold.

Galveston Shipping Holds Tight

By KEITH ALSOP

GALVESTON—Although shipping has been fair in this Texas port, it hasn't been anything to brag about.

We had several payoffs, including the Seatrain Havana, which normally goes into New York. Others were the John La Farge, Nathaniel Palmer, Algonquin Victory, Wacosta and the Yankee Dawn. The latter has since been sold to another company.

There weren't any beefs on any of these payoff ships. Particular praise is due the crew of the John La Farge and Wacosta, both of which came in spic and span in traditional SIU style. These men are a credit to their Union.

SIGN-ONS

Four of the vessels paying off signed on again. These were the

Port Savannah Has Fair Week, All Considered

By E. M. BRYANT

SAVANNAH—Shipping during the past week has been pretty fair for a port of this size, with 42 men being dispatched to jobs of all ratings.

The SS John Burgess, of the South Atlantic Steamship Company, paid off here and signed on the same day. A complete new crew was placed aboard this vessel. Only a few minor beefs were raised at the payoff and they were squared away to everyone's satisfaction.

Also in during the past week were the SS Trinity, Carras, and the SS Monroe, A. H. Bull Company, both of which called in transit. The latter arrived after lying in Jacksonville for three weeks undergoing repairs necessitated by a fire in the number three hold.

COMING IN

Scheduled for arrival next week is the SS Cape Race, South Atlantic. That's about all we know of at the moment. It is expected that things will be fairly slow around here until after Christmas.

One bright item we can report is that the gashound problem in this port is just about non-existent. We have tightened down on these guys and we're getting no trouble.

Some of the more energetic Brothers have turned to and are painting and decorating the basement of our building. When they are finished, the place will be used as a club room for the membership.

We figured that as long as we're paying for the space we might as well put it to good use. We'll be able to put gear lockers in the basement quarters, besides using them for social activities.

Our present accommodations gave us very little room for either of these things.



AT JOINT SHIPBOARD DISCUSSION OF TRANSPORTATION RULE



Strike Settled, Frisco Hollers For Rated Men

By FRENCHY MICHELET

SAN FRANCISCO—Hectic is the word for shipping on this coast, and indications are that it will continue at this pace for many weeks to come. The terrific call for men during the past week has cleared the beach of every available men.

Here's the pace of the past three days: We shipped fourteen complete crews and have three ships waiting for men. We have already shipped the one hundred men sent out from the East Coast and can use more.

Rated men in all departments can grab a ship here with no difficulty. Name it and it's yours. Intercoastal, European or Far Eastern—the runs are here to be had.

The fast tempo of shipping has been a terrific strain on our facilities here, but thanks to the efforts of Bob Pohle here, and Warren Wyman and Max Bayers in Wilmington, everything went smoothly.

Assistance was also provided by three Brothers who volunteered their aid: Brothers Bill Kierulf and Speed Bell in Frisco and Charles Lord in Seattle.

These Brothers gave unstintingly of their time, and even sacrificed opportunities to ship out, in order to help the Union over the hump. Thanks a lot, brothers.

Incidentally, in passing, it was Brother Kierulf who devoted so much of his time to setting up the library and other rigs that go so far toward making this Hall one of the best set-ups in the SIU port fleet.

All the optimism voiced here concerning the future stems from the fact that Waterman has four ships—converted jobs—soon to come out of the yards and take crews.

We also have two Far East jobs paying off next week, so it is plain that there will be no scarcity of jobs for weeks.

By the way, if anyone thinks that shipping out here is booming for everyone, he's wrong. A good deal of our work out here the past week has been devoted to shooing away would-be trippers from other unions not so fortunate as ours.

Last Thursday, as the SS Daniel Lowndale was tied up in the Port of New York, her SIU crew invited their Union Brothers aboard the Winslow Homer, lying alongside them at Bush Terminal, to participate in a joint meeting. The Lowndale lads wanted to exchange views on the transportation rule now in effect. Following a thorough discussion of the question, the crews voted unanimously for retention of the current payoff rule.

At the close of the session, Jeff Gillette expressed the attitude of his shipmates, when he said to the departing ship's delegate of the Homer, "I may be on the Lowndale today but I'm in the SIU everyday, with you and the rest of the boys."

At the meeting were the following men, some of whom are in photos above and below: Jeff Gillette, W. J. Barnes, Bill Hall, Thomas Crosby, Steve Guidish, Olifidio Esquivel, Joe Montalvo, Graham Puissegur, E. M. Reeves, and D. C. Croft, all of the Lowndale, and Lloyd Pentecost, Johnnie Williams, Robert Merrit, Arlie Lucas, W. Thornhill, L. Scott, W. Miles, Jessie Hill and Eugene Elmore, of the Homer.



Plenty Of Ships Hit Port Tampa: Mostly Panamanian And Honduran

TAMPA — Another slow week for this port has just ended. We sent a full crew to the Canton Victory, the full extent of our activity for the week.

Next week we'll greet the first of Waterman's coastwise ships.

If, however, we serviced all the ships which rightly belong under the American flag, this port would boom.

Every day the shipping news is filled with the data of movements of Panamanian and Honduran ships in this port. There are never less than six of these ships in port at any time, all owned and operated by American interests.

We also see a good number of Norwegian and Dutch ships loading general cargo and phosphate. What a break it would be if they were SIU.

Later this month we expect to go to Miami to give the men of the Florida another opportunity to cast their votes in the election for 1949 officials. We expect about fifty men from the ship to vote. The total for voting in this port now stands at the largest number this port has had for any election.

We're soaking up plenty of rain right now, California Chamber of Commerce please note. The weather man has promised as a cold spell when the clouds move away. If it comes it will mean firing the heater, something we haven't done since early last spring.

JAVA UP

The cold weather will boost attendance around the coffee pot, already a big attraction. A pot of java is always bubbling on the hot plate—keeps the pinocchio players at their best.

A funny thing happened here last week: Oldtimer James Curran, who has been on the beach for a couple of weeks, kept looking at the Agent. They eyeballed each other for the whole two weeks period. Finally a conversation sprung up and, lo and behold, it was discovered that they had been shipmates twenty-five years ago in the Navy.

JOB OF JOBS

They got to talking about the LOG article reporting the Navy's desire to take over the merchant marine. After putting the Navy in its place, Brother Curran told the tale of the fellow who spent eight years in the Navy, during which time he had one job, shining the port hole in the Captain's cabin.

After eight years of toil, he was given a petty officer's rating. That made him the man in charge of the man who shined the port hole. Just goes to show what diligence will do for a hard worker.

That guy was by far the best port hole sailor in the world. Just think, Brother Curran stated, what could be accomplished with about 700 sailors like this on a Liberty. It would have the shiniest port holes in the fleet.

Round-Up Of Maritime Happenings

Waterman has applied to the Interstate Commerce Commission in Washington for a temporary permit to serve Jacksonville, Florida on its weekly northbound and southbound coastwise service. Jacksonville has not been served by regularly scheduled coastwise shipping since the end of the war.

One of the two remaining steamer lines offering overnight passenger service on the East Coast, the Norfolk & Washington Steamship Company is about to halt operations after fifty-eight years. It is expected that the stockholders at a meeting this month will vote to end the ship operations on the Potomac River. During the war two of the line's ships were requisitioned by the government; the third was badly damaged recently in a collision with a tanker.

For the first since the war, oilmen have cut their estimates of

oil consumption for the winter. They now estimate that the use of oil during the winter will be only four percent over normal, instead of seven percent as expected. Because of the drop in oil needs stockpiles of oil products for next year will not be increased.

The purchase of four former maritime commission vessels during November has brought the privately owned American merchant marine up to 1,212 vessels. The breakdown lists 716 dry cargo and passenger vessels and 496 tankers.

During November, 27 ships chartered to private operators and 20 operated by general agents were returned to the Maritime Commission. On December 1, there were 373 vessels on charter with 68 under notice of redelivery. This leaves 305 ships out on charter to private operators. General agents are now

operating but 45 government-owned ships. The National Federation of American Shipping reported that the boneyard fleet now stands at 1,844 ships.

President Truman in a press conference this week said that he was again going to press for Congressional approval of the proposed St. Lawrence Seaway Project. Termed "one of the greatest engineering projects of all times," construction of the seaway has been pushed by the President in almost all of his State of the Union messages to Congress.

Now the main point of entry for shipments of crude oil from the Middle East, the Port of Philadelphia is due for expansion of its tanker facilities. Six major oil companies have set aside \$163 million for expansion in the Philadelphia port area during the coming year. The companies are Texaco, Gulf Refining, Sun Oil,

Atlantic Refining, Socony-Vacuum and Sinclair.

Robin Line has announced that the Robin Goodfellow, sailing December 29, will call directly at all the principal ports in the islands of Madagascar, Mauritius and Reunion. This is the first direct sailing from New York to the Indian Ocean islands since last April.

Waterman's Governor Bibb and Governor O'Neal, Liberties, have been sold. The Port of New York Authority has asked the Maritime Commission not to rescind an injunction prohibiting Seatrain Lines from reducing its rates from New Orleans to Cuba. The Authority claims that the lower rates from New Orleans are discriminatory and give New Orleans an undue advantage.

The boom in tanker construction in American shipyards has

(Continued on Page 11)



SHIPS' MINUTES AND NEWS

Waterman Ship Roughed Up In Tow; Crew Aids Kin Of Drowned Tugman

It was a rough ride from San Francisco to Seattle aboard Waterman's new C-2, the SS Herald of the Morning, last month, according to Seafarer F. C. Reid and other crewmembers both licensed and unlicensed.

The recently-purchased ship was being towed to the Puget Sound port for re-conditioning. She left San Francisco without electric power. There were no lights, no running water and insufficient food, Reid and the others said. Naturally she was carrying no cargo.

As if things weren't bad enough, the Herald ran into a bad storm off the Oregon coast and a second tug had to be called for. The freighter promptly rammed the new tug, killing one of the latter's crew. The rest were picked up by the Coast Guard.

In a letter to the LOG, Reid wrote that the harmless looking trip up 900 miles of Pacific Coast turned out to be the "most hazardous" he ever had made.

LAME EXCUSE

The Seattle papers got the story from the crew and their relatives. So appalling were accounts appearing in the public prints that Sudden & Christenson, Waterman's West Coast agents, had to say something too. The best they could come up with was a statement that if the Herald was short of food the men must have eaten too heartily the first few days out.

After the tugboat man lost his life in the ramming incident, the Herald crew got together and donated 10 dollars apiece for the next of kin of the deceased. Those donating included: the captain and three mates, all members of the MM&P; the chief engineer, a member of the MEBA; and 11 Seafarers.

The men sent the money to the Puget Sound Tug & Barge Company to be forwarded. With it they enclosed the following note which was signed by all the

Story Of Assault By SIU Member Stands Corrected

In the SEAFARERS LOG of November 19, a story reported that a Seafarer crewmember of the SS Robin Sherwood had been found guilty of assaulting another customer in an East London, South Africa bar. This has been found to be incorrect. Lance Bailey and W. J. Brady, crewmembers of the Sherwood at the time, have informed the LOG that the man was an American seaman, but not a member of the SIU.

The LOG story was printed as the result of a Robin Sherwood crewmember's letter criticizing the seaman's conduct. Inasmuch as no information to the contrary was given, it was presumed that the man was a member of the Sherwood crew.

contributors including the ship's officers:

"Following is a list of donations from members of the crew of the SS Herald of the Morning. This is to be delivered to the nearest next of kin of the

man who lost his life while endeavoring to assist us while we were in distress at sea.

"This will in no way recompense for this man's life, but is a testimonial from us for his sincere effort in our behalf."

Robin Hood's Softballers Maul Mombasa Champs, 27-9

A hastily organized softball aggregation from the crew of the Robin Hood, good-humoredly billing themselves as the Certified Robin Hood Gashounds, accommodated the Mombasa Class A team with a snootful on the latter's home grounds during a stopover in the East African port last month.

The softbaling Seafarers trounced the Kenya Britishers 27-9.

Although they appeared on the playing field on very short notice, the Robin Hood's merry lads were in fine fettle for the contest, and a highly enthusiastic crowd of Mombasa spectators displayed solid sportsmanship repeatedly as it roared approval of the visitors' winning performance.

Clouting the ball at will, the Gashounds—in name only—supplemented their winning play with a sparkling brand of diamond chatter that kept the stands rocking with laughter.

3 CHEERS

With the final out of the game, the Mombasa outfit formally thanked the Seafarers for participating. Then they huddled and gave three cheers for the "Yanks." The Robin Hood team returned the sporting gesture.

Seafarer William Zarkas, who appeared in the Robin Hood line-up and acts as sort of a press agent for the outfit, said that the Gashounds pounded out plenty of hits to cop the contest, but that their biggest hit of the day was the impression they made on spectators. Even the name they chose tickled the Britishers' fancy. A Mombasa newspaper ran an account of the game, which was played in the Police Ball Park.

Softball in Mombasa is something new, says Zarkas. The local team was organized as a result of an exhibition given by two teams on liberty from a U.S. Navy warship, when it called at the Kenya port sometime ago.

Mombasa spectators enjoyed the offshoot of baseball so much they immediately ordered equipment from the States. After two months of workouts, several teams were ready to take the field and a league was formed.

PLAY BALL!

When the Robin Hood, which regularly makes the South and East African run, called at Mombasa last month the Class A team invited the crew to shape up a squad of players to supply the local boys with opposition.

In the Gashound's line-up were: C. Denzik, OS; F. Tiller, FWT; J. Singer, Mm; E. Usko, AB; J. Scully, Utility; B. Kalinikas, OS; J. Brennan, AB; Al Mindicini, Mm; W. Zarkas, DM, and T. O'Hanlon, AB.

H. R. Dombrowski, OS, is the team's manager.

No pop bottles were heaved from the stands, which Zarkas says was a tribute to the strict impartiality of umpire Al Ward, Junior Engineer on the Robin Hood.

Zarkas hastened to add that none of the Robin Hood softballers are gashounds really. They're all good Union men. They just have a sense of humor, he said.

SIU MEN AT TAMPA PIER DEDICATION



The trim-looking group in front of the bandstand is the Seafarers crew of the Canton Victory who were guests at a party celebrating last month's opening of a new pier in the Florida port. Photo was submitted by crewman Juan S. Rueda (third from left in front row).

'The Voice Of The Sea'

By SALTY DICK

"Boo" James is now laundry man on a Delta ship and pretty soon he'll open a chinese laundry... The boys on the Del Norte made a collection on All Saints Day for Neil Sheehan, Second Steward, who died in Santos in July. A few of the boys bought flowers and placed them on his grave here in Santos. The money which was left will be turned over to E. Reyes who will buy a couple of volumes of the SEAFARERS LOG in memory of the deceased, and place them in the club here. I think it would be a good idea for all ships to donate a volume of the SEAFARERS LOG to clubs throughout the world. What do you think?

Cigarettes in New Orleans cost twenty-seven cents a pack, and some of the boys are selling them in South America for as little as \$1.25 a carton. Will they ever wise up?... I understand there are a couple of seamen who are not allowed in the "Blue Room"

in New Orleans. The reason: They're trouble-makers... The way things are going in Argentina, something is bound to happen. Pretty soon you'll be buying pesos to paper your wall with.

Leaving Santos we passed the Del Santos and some of the boys waved at us. No doubt I have a couple of friends among them... Take it or leave it: During breakfast, one of the boys asked for Georgia ice cream; and the Messman replied, "That will be served in the evening." He didn't know that Georgia ice cream is hominy grits!

I'll never forget the time I spent in Port Said. I went out and got lost, but finally found myself in a home surrounded by women. What a time I had!... And now I would like to ask one question that may be answered by a few: While on the SS Memnon in '45, a deck hand jumped overboard near Port Said. A short time ago I heard

this man was picked up and had been seen in France. This ship went to China, India and around the World. Arriving in New York, it was rammed by a destroyer. Have any of you seen him?

Dan Marine has another brain-storm. This time he plans to open a camp about twenty miles from New Orleans. He intends to rent boats, tents and everything that goes with the wide open spaces. For further details I suggest you see him personally... I believe one of the best and cleanest bars I've seen around the waterfront is in Santos. The name of the place is "Golden Key." Not only that, you can get the LOG there! The proprietor, Mr. Vargas, is a gentleman and always at your service... Reverend David Haberlush in B. A. is the priest who always visits the ships. At the club you'll always find LOGS. Read the LOG at all times!



Digested Minutes Of SIU Ship Meetings

STEEL RANGER, Oct. 24—R. L. Abbey, Chairman; Doggett, Secretary. Ship's delegate reported that the captain has a library which will be moved back into the PO mess as soon as shelves are installed. Departmental delegates reported on standing of bookmembers and permitmen in their departments. Repair list made up and approved. Suggestion made that the Wipers split with the deck department the job of cleaning the heads. Departments to take turns in cleaning the recreation room. One minute of silence observed for Brothers lost at sea.

EMILIA, Oct. 17—H. J. Swartjes, Chairman; Bernard Hunter, Secretary. Good and Welfare: General discussion as to what time the ship's meeting should be held. Motion carried to hold meetings at 1 P.M. on any day that was convenient. Motion carried that brothers make less noise in the messroom at night. One minute of silence observed for Brothers lost at sea.



NEW LONDON, Oct. 17—D. J. Sheehan, Chairman; J. E. Rose, Secretary. Delegates reported their departments beef clear. New Business: Motion carried to start a ship fund. Motion carried that bookmen send a letter to Headquarters urging that permitmen who aided in the organizing of the New London be issued books. Brother Sheehan, under Education, spoke on performers and read from the constitution the procedure for preferring charges. Good and Welfare: Steward questioned on stores left at pier. Vote of thanks given the stewards department and ship's delegate James E. Rose.

DEL CAMPO, Oct. 17—A. E. Bourgot, Chairman; H. E. Fowler, Secretary. Ship's delegate advised the declaration of all souvenirs. Delegates reported on overtime in their departments. Motion by Tannehill that the crew go on record to give the Negotiating Committee a vote of confidence and thanks for getting SIU men the highest wages and best conditions in the industry. Motion by Fowler to have the Oilers' foc'sle moved to the spare passenger room. Motion carried that the men staying aboard after the payoff check the repairs expected to be made.



SEATRAN NEW JERSEY, Oct. 24—Clyde E. Lewelyn, Chairman; Michael Sporich, Secretary. Ship's delegate reported on donations for a washing machine. Delegates reported on books and permits in their departments. Good and Welfare: Report of \$46 collected for sick family of brother. Suggestion by Walker that ship's delegate contact company for cigarettes now that ship is on coastwise run. Suggestion that the brand of coffee be changed. One minute of silence observed for Brothers lost at sea.



MOSTANK, Oct. 24—I. M. Peacock, Chairman; W. J. Davas, Secretary. Delegates reported no beefs. Ship's Delegates reported that Mate is working on deck; deck gang to put in for overtime. Motion carried that slopchest be checked by delegates. Motion carried to check with the patrolman the practice of officers to paint out their foc'sles. Motion carried that the engine delegate check with patrolman the necessity of Pumpman to turn valves, a task that is not ordinarily his. Motion carried that crew stick together and not pay off until delegate gives the okay; anyone paying off at the commissioner's office be fined \$50.

EDITH, Oct. 26—Jack Johns, Chairman; Louis Rizzo, Secretary. Delegates reported their departments free of beefs. Good and Welfare: Crew pantrymen asked men not to throw coffee grounds in sink. Schedule drawn up for the cleaning of the laundry. Discussion held on transportation rule. Crew voted to send letter to headquarters voicing disapproval of new set-up. One minute of silence in memory of Brothers lost at sea.



CORAL SEA, Oct. 3—John Jelllette, Chairman; A. Reeder, Secretary. Deck delegate reported all overtime in order and that Chief Mate had been instructed to clean up ship. Repair list turned over to Patrolman, engine delegate reported. Nothing new to report in stewards department. O'Connell, Deck Maintenance, moved for inspection of flour, yeast and ovens. Motion by Peter Vlhos, seconded by Deck Engineer, that Patrolman be instructed to stop skipper from making overtime deals. A. Reeder moved that no one sign off until all beefs are settled. Observed one minute of silence in memory of brothers lost at sea.

SEATRAN NEW YORK, Oct. 17—Antonio Schiavone, Chairman; Eugene Ray, Secretary. Crew accepted resignation of Fred Aderhold as ship's delegate and elected Jack Glouver to fill position. Only beef reported by delegates was that ship needs sougeeing and painting. Under Good and Welfare: the Wiper asked all to cooperate by not throwing cigarette butts in alleyways. All hands said efforts would be made to keep messhall clean and not put their feet on the chairs. One minute of silence was observed for departed Brothers.

RAPHAEL SEMMES, Oct. 20—Frank Bose, Chairman; J. DuBose, Secretary. Engine delegate reported beef with Chief engineer; other departments reported as being in good shape. New Business: F. Bose elected ship's delegate by acclamation. Suggestion by Gene that each man chip-in \$5 toward the purchase of a washing machine. Suggestion that draw be made before coastwise payoff. Suggestion made that cleaning gear be checked.

DEL MONTE, Oct. 3—Alton Booth, Chairman; T. Korolia, Secretary. New Business: Motion by Spider Korolia carried calling for the rope on dumbwaiter to be changed to one of cotton or nylon. Under Good and Welfare: P. Owens discussed First Assistant's constant discrimination against Brother Willies, a Wiper. Several of the engine department men called for an investigation into reason for First Assistant's failure to fix blower in engine room. All hands stood in silence for one minute in memory of departed Brothers.



ALCOA PATRIOT, Oct. 3—William Glick, Chairman; Jay Beck, Secretary. All delegates reported things running smoothly in their respective departments. Bosun requested that chains replace guard rails in deck. Glick suggested that latches be put on outside passageway doors. Blanco recommended that bulletin board be placed in crew's messhall. Second Electrician requested that garbage cans be kept away from midship housing. Entire crew agreed to stewards department suggestion that letter of recommendation be given crew's Galleyman to enable him to get his book. One minute of silence in memory of departed Brothers.

DEL ORO, Oct. 10—G. L. Wanka, Chairman; L. J. Cevette, Secretary. Delegates gave their reports. A. Van Dyke elected ship's delegate. Motion by R. Thomas that all men stay out of galley at all times, unless on business. Motion by J. Pugh to have all books and permits collected on arrival in port and ready for boarding Patrolman. Good and Welfare: Ship's delegate instructed all men to help keep crew boys out of alleyways. All men were instructed to return cups and glasses to pantry when finished with them. All hands were requested to refrain from making unnecessary noises around gangway and passageways.



DEL ORO, Oct. 14—A. Van Dyke, Chairman; L. J. Cevette, Secretary. Ship's delegate suggested that crewmembers agree on fine to be imposed on gas-hounds and performers. Motion by engine delegate, seconded by L. Donald for fine of \$50, carried unanimously. Amendment to motion by R. Thomas called for a six-month probationary period for first offense, in addition to fine, also carried. It was agreed that any member who is drunk and unable to turn to, or who misses a watch for any avoidable reason shall be liable to the fine.



CUT and RUN

By HANK

It has happened often enough. Many a brother has sailed into town from another port, a vacation or a hospital, registered and shipped the same day or the next—never expecting to ship so swiftly what with all the brothers on the beach waiting weeks and months. In these tough times when our merchant marine is getting rough treatment, fast shipping is found in the organizing jobs that happen often enough and the jobs on the various tanker companies contracted to the SIU. Whether a man has responsibilities or not, we say, if a man is tired of the beach and running low on dough, grab any freighter or tanker, whether she's going coastwise to Germany, Latin-American way or a voyage of twelve-month articles. It's a job and a home. Be a sailor. Sail a ship in any job for any run.

Brother Charlie Bush probably shipped since last week when he said that after a week or more on the beach he gets restless and ships out... Brother Val "Turk" James came in from Galveston... We've been informed that Brother Joe Zuba, in town right now, will be getting married up in the Great Lakes area. Congratulations and happy sailing in this business called matrimony... Steve Carr, the faithful New Yorker, sailed coastwise... Donald Gardner sailed Chief Cook last week... Mike Pappadakis shaved his mustache off and said he won't be shipping until Spring... Ray Queen sailed for Italy and Turkey... "Rusty" Swillinger is on his old run again, a Robin ship for South African ports.

Book Dept.—Passing By, by Elliot Merrick, published by Macmillan Co., for \$3.00. It's a tough novel about an AB during wartime... The weekly LOG will be going free of cost to the homes of the following brothers: Robert Collins of Massachusetts, Woodrow de Haven of Maryland, G. M. Bowdre of Maryland, George Dahl of Rhode Island, Bob White of Oklahoma, Macon Welch of Georgia, William Canniff of Florida, Sam Tate of North Carolina, Michael Cristaldi of New Jersey.

To Brother Joseph Bowen in New York: Bound volumes of LOGS are for sale at \$2.50 each. There are two volumes for each year of 1946 to June 1948. Write to the LOG Editor if you wish to purchase any or all of these LOG-worthy volumes.

Recently we read of a landlubbing judge telling a man the wise words which belong to the unwritten law of the sea. He said the first rule of the sea is to protect and aid your shipmates—not steal from them. How true, how true... By the way, we would like to hear from those brothers sailing Robin ships to South African ports. How dependable are the bars in furnishing them with copies of LOGS, which they receive every week? Look for the LOG. It's your union newspaper!

One brother said recently, "I'm tired of being broke." Most brothers are familiar with this remark. The brother further stated that he has been trying for ten years to save money, but could never do it. Nowadays many brothers take it easy on their draws so they can have enough dough to keep them comfortable on the beach against slow shipping.

THE MEMBERSHIP SPEAKS



Requests Brothers To Show Greater Respect For SIU Property And Gear

To the Editor:

Okay fellows, hang on to your hat, shut your eyes and fill your ears with cotton, because quite a few of you, my fine feathered friends, are not going to like this article worth a damn.

The Editor of the LOG received a letter from a fellow on a ship who apparently agreed with my statements in my last article in the LOG. He said for me to smoke another weed and sit down and give with a continuation of my analysis of the seaman of today.

Thank you, Brother Seafarer. I most certainly will, and am very glad to hear that someone liked my scribbles; but I am not on the weed at present. If I ever meet the Brother who wrote that letter, I most gladly will join him in a shot of plain vodka with a beer chaser, or whatever else the Brother may prefer.

Reading my articles, I am certain that all avid LOG readers have realized that my main handicap in saying what I intend to say is that as far as formal education is concerned, I have had none. In addition, even though I was born in America, I was brought up in Norway, learning but one language—Norwegian. Five years ago I started to write English, or I should say American, and believe me it is not an easy language to master.

When talking about the American language, I remember an old anecdote about the much-argued point of whether we in

SS Cape Nome Proves Santa To Uncle Otto

To the Editor:

Here I am again, the Seafarers oldtimer, going for another voyage (113) on board the SS Cape Nome—the Santa Claus ship from the South.

This South Atlantic ship made a fast turnaround in one week's time. Arriving in Charleston, November 22, she discharged and loaded, crewed up, hit Jacksonville and Savannah and left for Bremen, Rotterdam, Antwerp, London, and LeHavre (loaded down) November 29th.

In addition to regular cargo, we are loaded with Christmas mail and parcels. On our way we will stop at Philadelphia and Baltimore to pick up some more mail.

The arrival of the Cape Nome in Savannah—the first in a month—relieved the job situation a bit, and proved to be a real Christmas present for the many who got jobs on her. This includes Uncle Otto.

So we, the crew of the Santa Claus Ship, send best wishes and a merry Christmas to all LOG readers.

Uncle Otto Preussler

the States speak English or American.

It seems that according to the tale, the State Department sent a note to the English government for Lend-Lease given them during the war. The English were incapable, though willing, to pay the very large sum; so, they in return sent a bill back to us for a much larger sum for the privilege of using their language for centuries.

NO 'GIFT' OF GAB

The State Department was stymied for a short time, but then replied that they would be very happy to pay the sum if the English Government would pay a still larger sum for the improvement of the same. To this, I believe we never did get an answer. Maybe the English, who are considered very smart diplomats, are still attempting to find an answer to that one.

Far it is from my intentions to condemn the King's English. It is a lovely language and about the only language for all around literary purposes with which I am familiar. I pray of fortune to give me the chance some day to master it the way some of our great authors have in the past as well as in the present.

But to return to my main subject, which is yourselves and myself—all of us restless wandering Seafarers. I will begin by saying that it is about time we became double-jointed so that we can kick ourselves in the seat whenever we are not living up to the fair name of the Seafarers.

Lately it seems to me that there is a lot of free-loading done on shipboard. When you are hired to do a job, you are supposed to do that job, not slacken in the braces and allow one of your shipmates to carry double burden—doing his chores as well as yours.

ASKS PROPERTY CARE

Another point is the cleanliness of our various Hall around the coast. At present the Seafarers is a hell of a long way ahead of the days when our Hall was on Stone Street; but it is but a short jump back to the same Halls, days and conditions if we don't all of us stay on the ball and do our share in keeping them in good condition. I sure don't call it doing one's best the way many treat the places we now have!

I'll give you a few examples. Take the third deck in the New York Hall, for example.

When the Hall opened, we had very comfortable and good-looking leather chairs and settees on that deck; the tables and floor were in an excellent condition. But leather is not made for a foot-rest for some lazy bugger who spent the previous night without sleep because he was chasing skirts around Times Square. And besides putting his mud-stained feet on the arm-

rest of the settee, he is taking the place intended for three men, which often leaves two men without a seat.

CHAIR'S FOR SITTING

Down on the second deck, there are plenty of chairs to sit on, so why sit on the counter which was designated for shipping.

Meetings are held regularly in order that the members may speak their mind, and have their share in making Union policies. But altogether too many members are in a hell of a hurry to get the meeting finished so that they can get out for an evening of fun. Take more interest in your Union, and the Union in return will look after your interests.

It is required of a Union member to attend the meetings or he'll lose his place on the shipping list; but I have heard rumors to the effect that there are members who have substitutes attend the meetings on their behalf to get their card stamped. Men who have no interest in our proceedings whatsoever. Let us make sure that there will be no foundations to such rumors in the future.

Remember that when a member allows an outsider to attend our meeting he is breaking his oath of obligation which states: "I promise that I will never reveal the proceedings of the Union to its injury or to persons not entitled to know it." Are there certain Brothers who have forgotten?

I'll say so long for now, and good sailing Brothers. See you in the LOG.

John F. Wunderlich, Jr.
SS Stony Creek.
From So. America

On Stony Creek



Spyros Vrettos, OS, who came into the SIU when the newly-contracted Stony Creek was organized. Crew described him as a good shipmate and a classy boxer. During war Vrettos dropped into Greece as paratrooper in the OSS.

A WELL DRESSED CAB DRIVER



No ordinary cabbie's cap and leather jacket for the operator of this hand-drawn South African hack. Reported to be a genuine Zulu, the native turns to in full field dress. More conservatively attired are Michael, Electrician, and Ray Myers, both crewmembers of the Robin Goodfellow. Scene is Durban.

Corrupted Mother Tongue Drives Pop To 'Loards'

To the Editor:

An editor of seamen's journals should know the cooks volume of "sea terms." There's a windward side and a leeward side. But, actually you heave things over to "looards." If you heave them over the weather side—well then the cartoon of Seafare in the September 10 LOG is clear. There is a leeward and windward side to the ship. And leewards is "looards." But then, now-a-days a berth is a bunk and a skid road, is a row. Such corruption of the corrupted!

However, the last term is a lumber-jack word. Skidroad is much misused by the sailor, and the next one who asks me for skid-row, will find himself on the subway, for Coney Island. It must be Surf Avenue. I've never found a row like it in the tall sticks of Washington, Oregon, or California—and I've walked every mile of those states, up and down, North and South, from Seattle to Los Angeles.

Further, a ship that's upwind is aloo. Degenerated to aloof.

DIG HIM?

Then, today, an aloof person is upwindy, or up stagey. The up-stage man is toward the back-drop and may cause the other cast members to have to play towards him with their backs to the audience.

There's a way to do that on stage. Play to your audience, but keep stepping back to the up-stage one and as they step back work 'em through a door in the set and close it!

Best I have on hand are Mother Goose rhymes, rejungled, Good God, goosey, goosey, gander. Who the hell ever saw a

goose that could walk either up-stage or downstage?

The jingle would meet an elevator marked up, on a banister with a goose sliding down it!

But then, Pop is New York City born and bred. Maybe the boys from the country have seen such geese, and Pop's IQ (as proved by his observance) rates with the geese.

There are some mighty fine jingles and articles coming into the LOG. Shrimpton, Gilstrap, Petersen—especially.

James (Pop) Martin

Ship's Delegate Cheers Pic Story Of Steel Maker

To the Editor:

The crew of the SS Steel Maker wishes to thank the LOG for the article published in the November 12 issue. We also thank the LOG photographer who took the pictures showing the boys bringing the most-welcome library on board.

We are now submitting a few snapshots taken on this ship by Brother Ricky Risbeck, AB. It is hoped that you can use them in the LOG. All of us are on foreign articles now and are expecting to leave for the Far East.

With a regular gang of top-notch SIU members aboard, we hope to make a very pleasant voyage.

Ramon Irizarry, Ch. Steward,
Wiley Carter, Ship's Delegate, for the crew of the SS Steel Maker

Raves And Jibes On Union Payoff Rule

PRO:

Retain Rule, Backer's Plea

To the Editor:

I've figured from the beginning that the transportation rule was a good thing. It means more job turnover and it protects our contracts.

But it wasn't till I attended the Educational Meeting on the third deck at Headquarters the other afternoon that I realized how strongly the rest of the boys are behind it.

Man after man hit the deck and spoke on the struggle the Union had in the first place to get this condition and pointed out how it was in the old days when a man was apt to be stranded anywhere at the whim of the Mate or Skipper, whether he had a payoff or not, and without any provision for his being returned to the area where he joined the ship.

Then they pointed out just how phony it really is for a man to want to homestead a ship and turn his transportation money back to the company. They pointed out how a man who would willingly kick back transportation money to the company wouldn't stop at that; he's the kind of guy who would be apt to make all kinds of special deals with the officers to hold his job and get special privileges.

I can tell you that from every consideration of Union security we should hang onto this transportation ruling, keep all the money we have coming to us, pile off of a ship at a transportation payoff and re-register at the Hall!

Eddie Mooney

Okays New Rule

To the Editor:

Will you please send the LOG to 1311 9th Avenue, North Nashville 8 Tennessee, instead of Box 15112-G1, Reidsville, Georgia.

I think that the LOG is a good paper. I read everything in it and await the next issue impatiently. I think that we should take our transportation, get off the ship, and re-register at the Hall for another ship.

Keep the jobs turning over.

Samuel F. Allen

Says Jobs Move

To the Editor:

I am for the transportation ruling. I believe it gives those on the beach a chance to ship when things are bad. Also it keeps the jobs moving at all times. It's mighty important when you are broke on the beach to have a chance to put a few bucks in your pockets.

Some of the members on these ships have been getting transportation over and over again. Some don't even know what the Union Hall looks like, or what is going on.

Phil G. Wolf

On this page are letters from the membership giving their views on the Union transportation rule. In line with the SIU policy of full discussion on all matters of policy, the LOG for the past several weeks has devoted space to the opinions of the membership, both pro and con. All letters on the matter of transportation will be printed in the LOG during the coming weeks to give the membership ample time to form opinions on the rule. All possible steps are being taken to devote equal space to both sides of the controversy.

In brief, the rule calls

Sees Rule Easing Negotiators' Job

To the Editor:

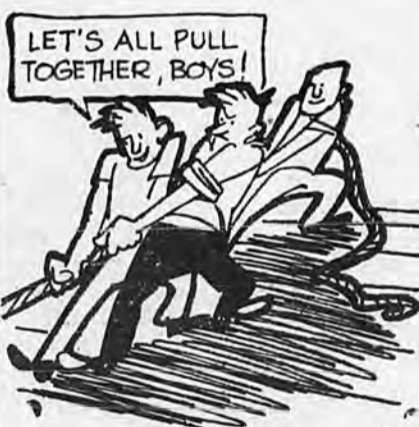
I am for the transportation ruling as it now stands whereby men who are entitled to transportation must get off. I base my stand on the following reasons:

First, in a way it will tend to prevent the development of company stiffs and cliques aboard our ships. Those who might become so inclined will have to ship through the Hall occasionally and will thus learn something about how the SIU does things.

Second, it will aid our Negotiating Committee in securing and maintaining our contracts. Too many times the shipowners have complained about men collecting transportation and then staying on the vessel. In fact, some have collected transportation as often as five times in a year on the same ship.

With these facts, the shipowners can very easily ask why they should pay transportation money at all, since it is not being used for transportation. They claim it is an uncalled for additional expense.

The SIU fought hard and fast to get the transportation clause as part of our agreement. Many seamen well remember the day



when the company could put them off a ship in almost any port of the world. They had to get back to their home port the best way that they could.

SEES ABUSE

No one wants to go back to that. The next question is, why abuse our transportation clause by staying on the ship? If we continue to abuse it we could easily face a hell of a fight with the shipowners in trying to keep it.

Third, and last, this ruling could help take a lot of guys off the Holland run, the German run and the Puerto Rican run, thus letting some of the rest of us try them out for a while.

John C. Jackson

for men to take transportation money and pile off their ship when it pays off at a port other than the one in which the crew signed on. This applies in cases where the vessel does not start for the sign-on port within ten days.

For Piling Off

To the Editor:

I am definitely in favor of the transportation rule now in effect, for the following reasons:

It prevents crewmembers from becoming company stiffs, who enter into deals to omit overtime in return for topside favors. There is great danger of this when men stay on ships too long and especially when they start kicking back transportation money to the companies.

I can't see how any one can be opposed to the present transportation ruling, if for no other reason than that it protects the transportation clause in our agreement.

Under the old ruling a man accepted transportation and stayed on board, thus giving the shipowners a bargaining point to eliminate the clause.

I say accept transportation and get off, and give the members on the beach a chance. They'll have to do the same for you.

Dewey D. Shaw
Cook and Baker

Want Pact Rule

To the Editor:

The clarification to the agreement making it obligatory for a man to get off a vessel should he pay off in an area other than the area of signing articles, was thoroughly discussed in our shipboard meeting of October 24th.

This meeting went on record as not being in favor of this clarification since it impairs a man's job security. We recommend that this clarification be amended to allow a man to remain on a ship indefinitely should he so desire.

This crew would like the Negotiating Committee to reconsider this clarification and allow the agreement to stand exactly as outlined in our general working rules, Section 54, Article 2, Paragraph C.

Signed by 22 crew members
Seatrains New Orleans



Can't See Rule As Shipping Spur

To the Editor:

I have been reading the articles appearing in the LOG recently discussing the new transportation rule. I personally think it's the biggest blunder our Union ever made.

I have just returned from a trip to South America aboard one of Alcoa's scows. There were three or four of us who came on the ship in Baltimore. We were out only six weeks when we returned to New Orleans. There we were forced to pile off the ship with only a few dollars in our pockets.

I discussed the new rule with a great number of the crew and many men on the beach. It seems to me that at least ninety percent of the membership is against it. I believe the best thing we could do is to bring this matter to a vote just as soon as possible.

It don't think it helps shipping much, as most men pile off the ships sooner or later anyway. However, I think that if a man has had trouble or sickness in his family and needs to make several trips, it is only right to let him make a few dollars before piling off the ship.

A.B. Sellers

Debates Job Boon

To the Editor:

Much has been written about transportation, yet it seems to me that one single important factor connected with the subject has been woefully neglected, to wit: the right of a member to refuse transportation and remain on his job if he so desires.

The tendency on the part of some super militants is to condemn any member who suggests this, and by torturing the basic fact of security in unionism declare that a member desiring to remain on his job is buying the job for the transportation involved.

Nothing could be farther from the truth. For diverse reasons a member may want to make another trip, and since he has no control over the fact that a vessel may proceed to a port other than his port of engagement, transportation obtained should not be held against him.

It has been my experience that in any event seventy-five percent of all crews receiving transportation money usually return to their home ports. Therefore, for all practical purposes, if the twenty-five percent remaining decides to decline transportation and remain at their jobs, the fundamental purpose of transportation will have been established in that seventy-five jobs would be open. That's a good turnover in my book.

Howard Guinier

CON:

Says Ruling Aids But Few

To the Editor:

There are many arguments about transportation. The clear question before the membership is: would it benefit them to have men lose their jobs when transportation is due, if the men ashore get jobs at the expense of their union brothers. That is the meat of the whole question, stripped of propaganda and name calling.

Many men are known as 'one trippers.' They like time on the beach to spend the proceeds of their trip. That is, thanks to the Union, their privilege.

Other members are paying on homes and laying away money for future security. These men usually make several trips on one ship. That again, thanks to our Union, is their privilege.

Now, on the miserable issue of transportation money, this privilege of job security is to be thrown away. If this is a true



help to our Union, why not carry it further and make it compulsory for any crew to get off at the end of a trip?

This would be a great break for single trippers, but would it be fair to our membership as a whole? It would be just as fair as our present transportation rule is to the brothers involved.

By the way, I am on the beach, but am content to wait my turn. When it comes, I hope it won't be at the expense of an unfortunate brother.

George Reoch

Calls It Costly

To the Editor:

The following is our opinion of the transportation clause:

We feel that if a man signs on a ship in a Northern Port, and is discharged in a Southern Port, or vice versa, this man is entitled to the transportation money. However, he does not have to take it and get off right then. He should be allowed to stay on the ship and get his transportation when he does get off.

We are all well aware of the fact that it does make a vast difference in the turn-over of jobs. However, we also are aware of the fact that a man with a family or other responsibilities cannot afford to wait a couple of months on the beach for a ship, make a short run (the average trip now-a-days being 45 or 50 days), and then go on the beach for another two months—which often is the case with shipping as slow as it is.

Therefore we the undersigned are all in favor of allowing a man to stay on the ship, and then collect the transportation when he does get off.

Signed by 14 crew members
of the SS Cape Nome

Believes Ships In Merchant Reserve Useless, Should Emergency Arise

To the Editor:

Statistics released by the Maritime Commission show that 1,901 ships of the Reserve Merchant Fleet, are now undergoing the "mothball treatment." Thus writes the New York Times.

As a matter of fact, most of these ships have been lying in boneyards from one to three years, like derelicts. I know of one such ship, the Madawaska Victory. After a year in lay-up, it took six weeks for the shipyard men to get her into shape before the Peruvians condescended to take her and re-name her the Amazonas.

There are other ships that I know of that have come out of the boneyard up the river in such bad shape that one can only believe it would have been better to leave them there. But let us look at the statistics—at the 1,901 derelicts over which the shipyard men will some day swarm getting them ready for convoy duty.

Seventy percent of these ships (in round figures) are old Libertys that will do about ten knots in convoy (though part of them will be falling out, "not under command," on a dark night in a gale with high seas). Some fifteen percent are Victories and others that will make fifteen miles an hour in fine weather. About five percent are pre-war ships of unreliable speeds. The remaining ten percent are boats of uncertain ability and dubious quality.

TISSUE-THIN BOATS

The lifeboats on our ships are made of cheap tin, poorly galvanized, and liable to corrosion. No seaworthy, clinker-built lifeboats for the American seamen! Such life saving boats cost too much money.

The man who started the "mothball" business must have been a cloak and suit merchant or a New York tailor—he was never a merchant sailor!

Years ago, I was AB on the SS Taviuni, of Union Steamship Company of New Zealand. We came into Hobart, Tasmania one day with the forepeak full of water and down by the bow. It wasn't so bad, but a few days later a coal heaver in the hold put his shovel through the ship's side. The Taviuni had been laid up only a couple of years before the incident.

Our ocean going merchant fleet of 1,000 tons and over is figured at 3479—making 1578 vessels that are supposed to be in active service. Of this number, some 1208 ships are again supposed to be privately owned, with 712 dry cargo ships making around eleven to thirteen knots. This would leave about 486 tankers—mostly fifteen knotters. The chartered vessels, numbering some 370, would do the regular convoy speed of ten and a half knots.

Though time and tide waits for no man, the men in Washington haven't as yet given a serious thought to our shipbuilding program. But the men in the Kremlin already have some 300 snorkel submarines in operation. These are fast subs with a speed of from thirteen to twenty miles per hour.

The men in Washington have been lavish with their loans of hundreds of millions of dollars to foreign governments that were

bad risks, while handing out a dollar as if from an eye-dropper for the American merchant marine that played an important part in winning two world wars. As for the American Seaman. "We won't need him much in the next war. We have the atom bomb," they say.

Let's just imagine for a minute what could possibly come:

A convoy of Libertys leaves New York. As it passes through the Narrows, Soviet sympathizers pass the information on. A wolfpack of Soviet snorkel submarines lurk outside in the waters dark and deep. The convoy forms at sunset and starts across the ocean at its ten knot speed. Darkness sets in. A gale begins to blow. The seas start to rise. Here and there a Lib-

erty falls out of line—"not under command" because of engine trouble or telemotor trouble. The night is bad, the gale blows, and the seas run rough.

Suddenly, Boom! Boom! Here and there Libertys go down. Rockets shoot in the air. Seamen man the lifeboats, lower away, and try to pull on cross seas. They bend to the oars.

"Keep them sailing! Don't delay victory!" sounds in their ears. The lifeboats turn over. The seamen struggle in the cold water. It takes their breath away. The seamen go down. Men drown.

Now is the time to build up the merchant marine and to prepare for such an eventuality—not after a war gets under way!

Captain R. Petersen

Aliens Seeking Citizenship Get Brother's Okay For Aid

To the Editor:

Some time ago in a past issue of the SEAFARERS LOG there was a question brought to the attention of the membership, namely, "Should alien seamen be given a preference on the shipping list when their legal stay on the beach has just about expired?"

You asked for viewpoints from the members. Here is mine:

I say that if an alien sailor has been riding American ships for five years or better and especially if he can show wartime discharges and if he can show with papers in black and white that he has applied for citizenship and is honestly making an effort to obtain his first papers, then give him a break. Otherwise, no dice!

I'll cite a case that I know of personally. A couple of trips ago I signed on an American Pacific T-2 tanker out of Galveston. Aboard we had a bosun who hailed from one of the Baltic countries. We made a trip to Germany where he married one of his country-women. She was not a German, and he evidently had known her for sometime.

Then this donkey proceeds to bray around the ship that he would settle with her to live in Canada. "To hell with the States. American women are no good," was his attitude. And this joker has more than five years seetime on American ships, too.

Member's Family Looks To LOG For Ship Data

To the Editor:

We always look forward to receiving the LOG every Monday or Tuesday. Our son, who is a full bookmember in the SIU, has been sailing for about four years, so we like to read things the Union is doing for its members as well as the shipping figures in the different ports.

Our son has been on the Alcoa Pointer for several months making ports in South America. We send greetings to the SIU and thanks for the weekly edition of the LOG.

Thomas Engelsma



The Lately Come

By BILL GILSTRAP

There's laughter in the moon-white streets of heaven.
The angels stand in serried ranks amazed.
Saint Peter asking audience of God,
Rushed through the stately High Court in a daze.

Then at the throne edge, stammering he spoke,
"Lord it's these late-come war souls, I request;
I'm deathly tired, Sire, I'm all worn out;
Send me to some distant planet for a rest.

"Now those flyers, Sire, they zoom and shake
The walls, the very foundations of the city.
And the scandalous tales those sailors tell,
The Foolish Virgins listen—ah the pity.

"The gentle David, Sire, is writing jazz,
And their questions have stumped Solomon, he claims.
Gabriel reports they call his music corny,
And speak about some mortal man called James.

"The turf of Elysian Fields is all torn up,
Football practice I am told; and, Sire, it seems
They've challenged the Holy Choristers to a game,
And Samson is a halfback on their team.

"In the six brief earth years since they
Began to come in numbers I've done my best.
"But," good Peter shook with indignation, "Lord,
Can't you please grant this one request."

The Lord looked down from His starry throne,
And smiling at Saint Peter shook his head.
"You see they were all so very young,
That we'll just let them play awhile," he said.



PERSONALS

JIM HART

D. C. Wilson reports that your baggage and radio is being held for you at the Commissioner's office in Philadelphia.

MATT FIELDS

Anthony O'Brien asks you to write him at 43 Upper Rutland Street, off Summerhill, Dublin, Eire; or, SS City of Waterford, c/o Palgrave Murphy, 17 Eden Quay, Dublin, Eire.

EMMETT TIERNEY

Contact Daniel Fisher, 35-10 35th Street, Long Island City, New York.

WILBUR IRVIN

Get in touch with Julius Droiser at 285 Madison Ave., New York.

ALFRED N. JASKOLSKI

Contact Freedman, Landy & Lorry, 900 Jefferson Building, 1015 Chestnut Street, Philadelphia 7, Pa., concerning your brother's claim.

The following witnesses to the accident suffered by Thomas Freeland, aboard the Camas Meadows, are asked to get in touch with Benjamin B. Sterling, 42 Broadway, New York 4, N. Y.: Roy S. Theiss, Joseph J. Meyerchal, Frank R. Throp, Wallace B. Copeland.

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William Rentz, Agent Mulberry 4540
BOSTON276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON308½—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
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Ben Rees, Agent Phone 4-1083
PHILADELPHIA614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R.252 Ponce de Leon
Sal Cella, Agent San Juan 2-5996
SAVANNAH220 East Bay St.
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Douglas 2-8363
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Main 0290
WILMINGTON440 Avalon Blvd.
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Phone: 5591
TORONTO111A Jarvis Street
Elgin 5719
VICTORIA, B.C.602 Broughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

JACK TURNER

Get in touch with your family. Illness.

DONALD M. WOODS

Your mother has draft board information for you.

HARRY E. JUDSON

Charles Judson says everything is okay and wants you to get in touch with him at 128 West 90th Street, New York City.

W. C. HARPER

The Strachen Shipping Company in New Orleans is holding money due you from the E. Squibbs.

SIU Fights Move To Scuttle Fleet

(Continued from Page 1)

No action has been taken yet by President Truman but already there are growing signs that the ECA Administrator will run into a barrage of opposition to his plan on Capitol Hill.

Representative Willis W. Bradley of California, who authored the section of the European Recovery Act providing that 50 per cent of the Marshall Plan cargoes should be shipped in American bottoms, has indicated the shape of things to come.

Representative Bradley declared early this week that Hoffman would find strong and possibly decisive opposition to his plan. The California Congress-

man added substance to a widely-held view that Congress, in enacting the European Recovery Program, clearly intended that the 50-50 provision should be mandatory.

"We most certainly had no intention of subjecting American shipping to competition on an even term with the cheap-labor tramp vessels of lower income nations of the world," Bradley said.

Senator William Knowland, who sponsored the 50 per cent rule in the upper house, said in a telegram to Hoffman:

"I strongly urge that no administrative change of Congressional policy be undertaken at

this time. Congress will be meeting in three weeks and any change in public policy in this regard should have Congressional approval.

"As author of the amendment I believe the Congressional intent is clear. It is that not less than 50 per cent of the shipments for the European recovery program would be made in American ships."

The Maritime Commission, for whom Commissioner Grenville Mellen has been leading the attack, is reported to have held a high command meeting during which a strong protest to President Truman was drafted. The message reportedly asked a Presidential deferment of the ECA's new shipping policy, scheduled to go into effect Jan. 1.

This delay is intended to permit maritime officials and representatives of the shipping industry to present their side of the case before President Truman and various Congressional committees.

REPERCUSSIONS

That Hoffman's decision to stop giving U.S. ships their 50-50 share of Marshall Plan bulk cargoes might have other repercussions appeared very likely this week.

Representative Walter C. Ploeser charged the ECA with permitting "a few giant companies" to practically monopolize "the foreign aid business."

Figures released by the ECA, Ploeser said, showed that a single firm, Anderson, Clayton and Company, had supplied 71.2 per cent of the cotton in the foreign aid program for August.

"There seems to be no excuse for one firm to be obtaining such a dominant percentage of the total cotton business," Ploeser said.

The firm of Anderson, Clayton and Company, was for a long time headed by W. L. Clayton, a former Under-Secretary of State for Foreign Affairs.

The Missouri Congressman recommended that the watchdog committee and the Department of Justice look into the possibility of monopoly, which he said is "evident" in the cotton situation.

SIU TELEGRAM TO WILLIAM GREEN

Dec. 13, 1948

Mr. William Green, President
American Federation of Labor
Washington, D. C.

Dear Brother Green:

The Hoffman proposal to ship all Marshall Plan bulk cargoes in foreign flag ships will be a mortal blow to the American merchant marine and to the seagoing unions of the American Federation of Labor, if it is adopted by the Economic Cooperation Administration. Speaking on behalf of the membership of the Atlantic and Gulf District of the Seafarers International Union, I urge you, as President of the American Federation of Labor, to do all in your power to block this outrageous scheme. Specifically I urge you to bring the matter to the attention of President Truman, who, I believe, should be informed of the inevitable effects of what Hoffman proposes. And I urge you to notify Senator Styles Bridges of the "watchdog" committee that Paul Hoffman apparently wishes to signal "finished with engines" to the American shipping industry and seriously weaken the national defense. In addition to torpedoing the merchant marine and the seagoing unions, Hoffman proposes to defy Congress who said that 50 per cent of all Marshall Plan cargoes, bulk cargoes included, should go under the American flag. Moreover, a member of the Maritime Commission has announced that foreign operators are deliberately lowering their rates to get the trade so that they can raise them again on a monopoly basis. The Marshall Plan must succeed, but not at a cost of thousands of jobs for American seamen.

PAUL HALL, Secretary-Treasurer

Seafarers Int'l Union, Atlantic & Gulf District

Maritime Round-Up

(Continued from Page 5)

lifted the United States to third place in world shipbuilding. As of December 1, 77 ships were under construction in American yards. 66 of these are tankers, two are passenger liners and three are combination cargo-passenger ships. Most of the tankers, however, are scheduled for foreign flag service. Great Britain is far in the lead with 85 passenger ships and 192 tankers under construction. Another country well up in the race is Sweden with 92 tankers. The figures for the United States do not include a 48,000-ton superliner, which is past the blueprint stage; but no contracts have been let as yet.

A member of the Maritime Commission, Joseph K. Carson, Jr., has recommended that direct aid to domestic shipping—both for construction and operation—be made by the government. He urged the government to take the step as a means of preserving an industry that is vital to the national defense and economy. He placed much of the blame for the decline of domestic shipping on the present rate structure and the fact that the recent war made shippers accustomed to using land transport for their goods. Speaking at a meeting in New York, he also criticized a recent proposal by the United States Army to build up the Japanese merchant mar-

ine to a level of four million gross tons. He called the figure out of proportion to requirements of the Japanese trade, and added that it could only result in the Japanese invading other fields.

Eight unions connected with the International Longshoremen's Association have settled their wage demands with the New York Shipping Association. The allied craft locals, which include carpenters, cargo repair men, clerks and maintenance men, settled for the same boosts as those won by the Longshoremen, 13 cents an hour straight time, 19 cents an hour overtime pay.

American shipowners have been notified by the Maritime Commission of new rules for bareboat chartering of government-owned ships. The new set-up limits operators to one ship for each ship owned or operated in a particular trade. Companies eligible are those which meet one of the three following requirements: 1—Companies which before the war operated regular American flag berth services, both subsidized and unsubsidized. 2—Established companies that did not, prior to the war, operate regular American flag berth services in certain trades, but which have, since the war, started on such services. 3—New companies established since the war that now operate regular berth ser-

vices with owned or bareboat chartered ships, provided they have been in operation for not less than six months and have maintained an average of not less than one sailing a month.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name

Street Address

City State

Signed

Book No.

CITIES SERVICE MUST BE SCARED...

WHEN ITS COMPANY-SPONSORED UNION GOES IN FOR SUCH MISREPRESENTATION AND DISTORTION!

IT IS UP TO YOU - WHICH DO YOU WANT?
Your Independent Association and a
steady job and wages, or --
Well, you read it

THE C. T. M. A. WAY GIVES YOU AN OPPOR-
TUNITY TO BUILD UP YOUR OWN GENERAL FUND
WITH A STEADY JOB AND WAGES - NO ASSESSMENT.

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THE SEAFARERS LOG

Friday, October 8, 1949

THE NEW YORK SUN, THURSDAY, NOVEMBER 18, 1949

Membership Views On SIU's New Transportation Rule

(Ed. Note: Following are two letters on the new transportation rule adopted by the membership at meetings in all ports. The rule was proposed and adopted for the purpose of providing a greater turnover of men on the beach and also to encourage companies to put more ships in service and thus provide more jobs. The rule is that men returning from a foreign trip who are due transportation money must accept the money and pile off the ship.)

To the Editor:

We have just paid off in New York after a six weeks trip to Hamburg from New Orleans, and I wish to report a very good trip with a clean pay-off.

Since this letter is in a more or less critical vein, I hardly expect to see it in the LOG, yet being a member of this democratic organization I feel that I have a perfect right to voice my personal opinion.

(Ed. Note: The LOG is the voice of the Union, and as such welcomes critical opinion from the membership. All such letters are printed.)

During this trip the new contract went into effect. Practically the whole deck crew wanted to make another trip, since this one was of such short duration and all had been on the beach for several weeks before getting the ship. Thus we only stood to pay off with "peanuts."

Personally, I was in debt, and one more trip would have gotten me out of the red. On my previous trip, we were on articles only 28 days when the ship went into the boneyard. Following this, I was on the beach six weeks before getting out on this one. For Bosun jobs are not so numerous as one might think.

Now, after six weeks, I'm back on the beach trying to get another ship, and stalling my creditors.

LONG CAREER

I can show discharges that cover my entire career as a seaman since 1939. They show that I have 75 percent sea time during this period. I have responsibilities and must work. I simply cannot live on the beach.

My personal opinion is that there should be a provision made that a man can stay on the vessel at least 90 days—since one of the cardinal principles of unionism is job security.

I believe that this idea should be kicked around and discussed. I talked to at least 50 members yesterday, and not one was aware of the fact that this provision was now a Union rule.

We had the best Night Cook and Baker on this trip that I have ever had the pleasure of sailing with. We had hot cinnamon rolls or coffee rolls every morning for breakfast, hot rolls for lunch, and hot French bread for dinner every day. His cakes and pastries were not only very good, but plentiful. Thanks a lot, Eddie Rohde, you were really on the ball.

William L. Kuschke

CREW TAKES SIMILAR VIEW

To the Editor:

We, the undersigned members of the SS South Star, do hereby strongly oppose this new amendment to the transportation rider in our present agreement, which requires that all members must accept transportation and get off the ship, regardless of the length of the trip.

This amendment counteracts our hard won gains for transportation money which we gained in 1946, and thereby makes it virtually impossible to obtain vacation pay, and makes our vacation clause in our agreement absolutely useless.

We therefore recommend that no radical changes be made in the transportation rider in our agreement, or shipping rules, without a ballot vote being taken up and down, the A&G coast over a period of 60 days. We

SAYS NORFOLK HOTEL OFFERS GOOD DEAL

To the Editor:

I am taking advantage of this opportunity to let the rank and file of the SIU know of the hospitality, courtesy and reduced rates being granted to bona-fide seamen at the Victoria Hotel Norfolk. Many Brothers as well as myself have put up here. There is a good restaurant in conjunction.

These people have donated financially to the Seafarers cause on several occasions, and it behooves us to patronize them.

I advise all SIU men to contact Agent Ben Reese upon arrival in Norfolk about this Hotel for he assisted in getting these conditions and is familiar with the set-up.

Frank S. Mitchell, Sr.

think this would only be fair to the majority of our members who are at sea.

We do hereby relate an example of what this new amendment would mean: Take a man who has been on the beach for at least 60 days. He takes a ship going to a European port for an estimated trip of from thirty to forty days. The man is probably in debt for half of his payoff before he starts. He arrives back in the States to a port in another transportation zone, and has to accept transportation and pile off the ship in accordance to this new amendment.

OTHER OPINIONS?

This man has nothing to look forward to but going right back into debt again. Therefore, we would like to know how other members feel in regards to this amendment. We hereby recommend other Brother members to clarify their feelings by writing to the SEAFARERS LOG. We recommend that all names signed below be printed in the LOG, and that a copy of this letter be posted on all notice boards in SIU Halls up and down the A&G coast.

Edgar G. Bukman, Alexander James, James H. Nelson, Robert Woodward, Robert M. Godwin, Charles R. Gilbert, William M. Todd, Henry Lanier, John Shukkas, J. E. Barringer, J. W. Mason, Ismael Galares, F. Danan, John V. Rooney, C. O. Mreguy, R. O. Carter, C. W. Palmer, Jack D. Brown, Rowland R. Williams, John Ulas, Peter M. Desposito, Harry Porter, Valentine Benepart, Marion J. Akins, James J. Boland, Louis A. Romero, Arza Smith, Edwin R. Fitzgerald, John Cohul, Robert G. Hauptfleisch, George Santo.

Crime on the Water Front

Dock Mobs Reap a Harvest in Pickings From Many Forms of Rackets.

IN ADDITION TO THIEVERY

Pay-roll Padding, Kickbacks, Usury, 'Contributions' and Gambling Lucrative.

By MALCOLM JOHNSON.

(This is the ninth of a series of prepared articles on crime and racketeering on the New York water front.)

Something for the Boys.

In addition to the tremendous revenue derived from organized thievery and from the loading racket, the criminal gangs which rule the water front find easy pickings from various other rackets: duplicate hiring, or pay-roll padding at the expense of the stevedoring companies and steamship lines; kickbacks, by which longshoremen are compelled to pay for their jobs; usury or shylocking; simple pay-offs, solicited as "voluntary contributions"; gambling, a policy, smuggling and any other illegal enterprise that comes to hand. Since the gang control of the piers is absolute, the gangs take a cut on everything. It all adds up to something for the boys—big money, big business.

Take the matter of duplicate hiring. It is worked with the knowledge and co-operation of the hiring stevedores, hand-picked by the mobs, and the pay clerks. It is common practice on the water front for longshoremen to have more than one social security number, the extra ones obtained under fictitious names.

These "extra" cards for non-existent employees are easily obtainable, investigators say, any body can get them. For each social security card the longshoreman then gets a registration card with steamship and stevedoring companies. Then at the shape-up, the antiquated method of hiring on the docks of New York, the hiring boss will pretend to hire ten gangs when he actually needs only nine, the extra gang represented in surplus cards. He collects the cards and gives them to the pay clerk and says, "Put these cards through." The clerk does so, and the gang collects the extra money. And the money of it is that the individual longshoreman gets none of this graft.

Kickback Proves Common Practice

The kickback is common practice too. Here the workman simply pays the hiring boss for the privilege of getting a day's work. Otherwise he doesn't get hired. The rate often is high as 10 percent, sometimes even higher. The mobsters get this money, too. The kickback has been described as being as regular as the social security tax. Here again the method of hiring is blamed—the shape-up, in which the longshoremen gather on the piers daily and wait to be chosen or rejected for work by the hiring boss. The system easily invites graft and favoritism.

The longshoreman in New York has no security; he never knows from day to day whether he has a job. In his eagerness for work he is easy prey for the racketeers and grafting union officials. He will pay and keep his mouth shut, knowing that if he does not he will not work that day or any other day.

Such exploitation, vicious as it is, goes hand in hand with loan-sharking or shylocking, another racket controlled by the mobsters. The longshoreman, always hard up, borrows from the shylocks, or sells his pay-check in advance. And the usurers collect from 10 to 20 cents on the dollar each week.

"The idea," said an investigator, "is to keep the men poor. Then they can be controlled more easily, controlled through fear—fear of not working and fear of being unable to pay the shylocks."

Usurers Glean \$200,000 a Year

In the case of Frank Savio, convicted of usury in January, 1942, the District Attorney charged that the water front racketeers were making \$200,000 a year from the shylocking racket alone. Savio was a boss checker and strong arm man for the International Longshoremen's Association, the powerful I. L. A. of L. union which controls water front labor. He was lending money to the longshoremen and charging them 10 cents a week on the dollar. It was shown that Savio was able to have the interest due him deducted from the longshoremen's pay before they received it, thanks to the co-operation of pay clerks. On the occasion of a previous arrest, when Savio was charged with assault, Joseph P. Ryan, president of the I. L. A., appeared as a character witness in his behalf.

How the key position of the hiring boss leads to graft and racketeering was the subject of this comment in a United States Department of Labor report on water front labor: "It is obvious

that the hiring foreman occupies a position of the greatest importance on the water front. It is largely left to him to decide who shall be employed and who shall be left behind. He is seldom hampered in his choice, especially in regard to the more casual men. He can call them today and ignore them tomorrow. It would indeed be strange if such a concentration of power in the hands of a single person controlling the jobs of so many men did not result in some cases in the abuse of this power."

This being true, it is obviously important for the gangs in control at the piers to designate all the key men in jobs—the hiring stevedore, the boss checker and the dock boss. It is accomplished with a vengeance, for these key jobs are held in many instances by members of the mob with long criminal records.

Little Pretense About Contributions

"Voluntary contributions" are solicited by the mob representatives at many of the piers. There is little pretense about this racket; the rank and file longshoremen recognize it for what it is, a payoff on pay day for the benefit of "the boys."

According to one informant, an ex-convict who worked there, this racket is particularly prevalent at the piers above 42d street, now controlled by the Micky Bowers Gang. These piers are under the jurisdiction of Local 824 of the I. L. A. It is considered one of the richest of the union locals, covering the Cunard, French and Italian Line piers. The fight for control of these piers, now tightly maintained by Bowers and his lieutenants, has resulted in at least eight murders during the last few years.

To the Editor:

Just a few lines in regard to the \$10 General Fund Assessment. I am speaking from a viewpoint that concerns all our SIU Brothers who may not realize what a valuable issue this is.

I always have been in favor of building up a General Fund so that when our Negotiating Committee faced the ship operators about renewing our contracts, they wouldn't hesitate one minute because they will know that we have a reserve fund to feed and sleep our brothers longer than the operators can hold out.

Why? Because this \$10 assessment guarantees and assures each and every seaman that he will have a place to sleep and eat every day that his ship is tied up. And, Brothers, that is one swell consolation, especially for Brothers who may be thousands of miles away from home when and if a strike is called.

SURE OF VICTORY

I have been an active member of the SIU here in New Orleans, and I have seen some tough times here on the picket lines, but I always knew that our Negotiating Committee would come through with banners flying proudly, hailing another SIU victory.

They have never lost out in a major dispute yet—and, Brothers, that is the tradition of the SIU! So let's all put our shoulders to the wheel and go down the line and vote "Yes" for a \$10 General Fund Assessment. Let's insure our security and keep the SIU banner flying high at all times, hailing our leadership. Smooth sailing!

Victor Miorana

"Every pay day, as regular as clockwork," said the informant, "they'd come around for voluntary contributions. They'd pass a cigar box around and the collections were made by the shop steward. Every man was expected to kick in a dollar. They gave all kinds of excuses. They were collecting a fund for one of the boys in trouble, to buy flowers for a sick member, or to pay off the cops. They'd tell us anything; it didn't matter what. They got at least \$150 from each pier every pay day."

"And if a man refused?" The informant smiled. "He might refuse once, and maybe nothing would happen to him. But then again something might. He might find he couldn't get work, or he might get kicked

around. A man soon got the idea; he didn't refuse more than once."

AND HERE'S A
QUESTION -
WHO PAYS THE
SALARIES AND
EXPENSES FOR
THE CTMA
DRIVE?

WHY DOESN'T
CTMA
POINT OUT
THAT THE
SIU, BEING
A DEMOCRATIC
UNION, HAS
BEEN
PRINTING
BOTH
SIDES OF
THE TRANSPORT-
ATION RULE,
FOR MEMBERSHIP
ENLIGHTEN-
MENT AND
FUTURE
ACTION,
IF THEY
DEEM IT
NECESSARY?

CAN CTMA
GIVE
EXAMPLES
OF CASES
WHERE
CITIES
SERVICE
HAS EVER
TOLLED ITS
CREWS ON
PERSONNEL
PROBLEMS?

CITIES SERVICE SEAMEN:

'STAY ON YOUR SHIPS - SIGN MEMBERSHIP CARDS FOR THE
STOOGUE UNION, IF ASKED - AND VOTE SIU!